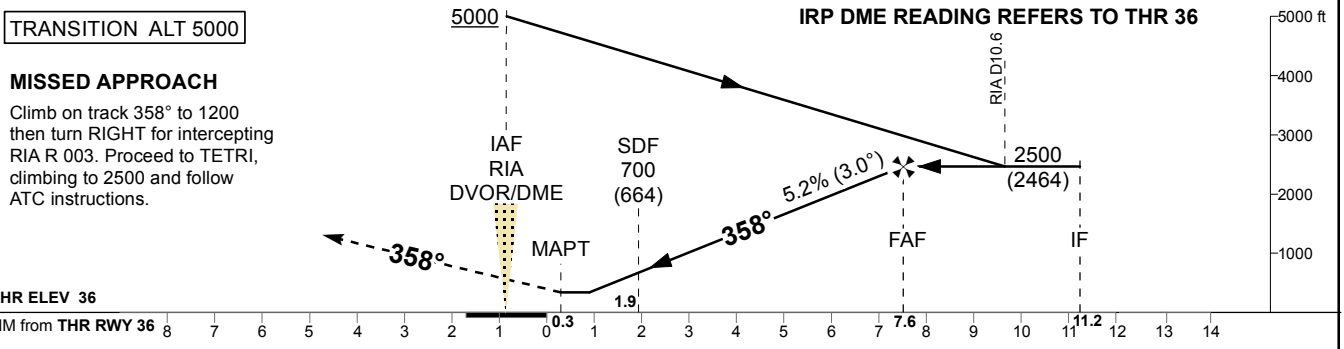
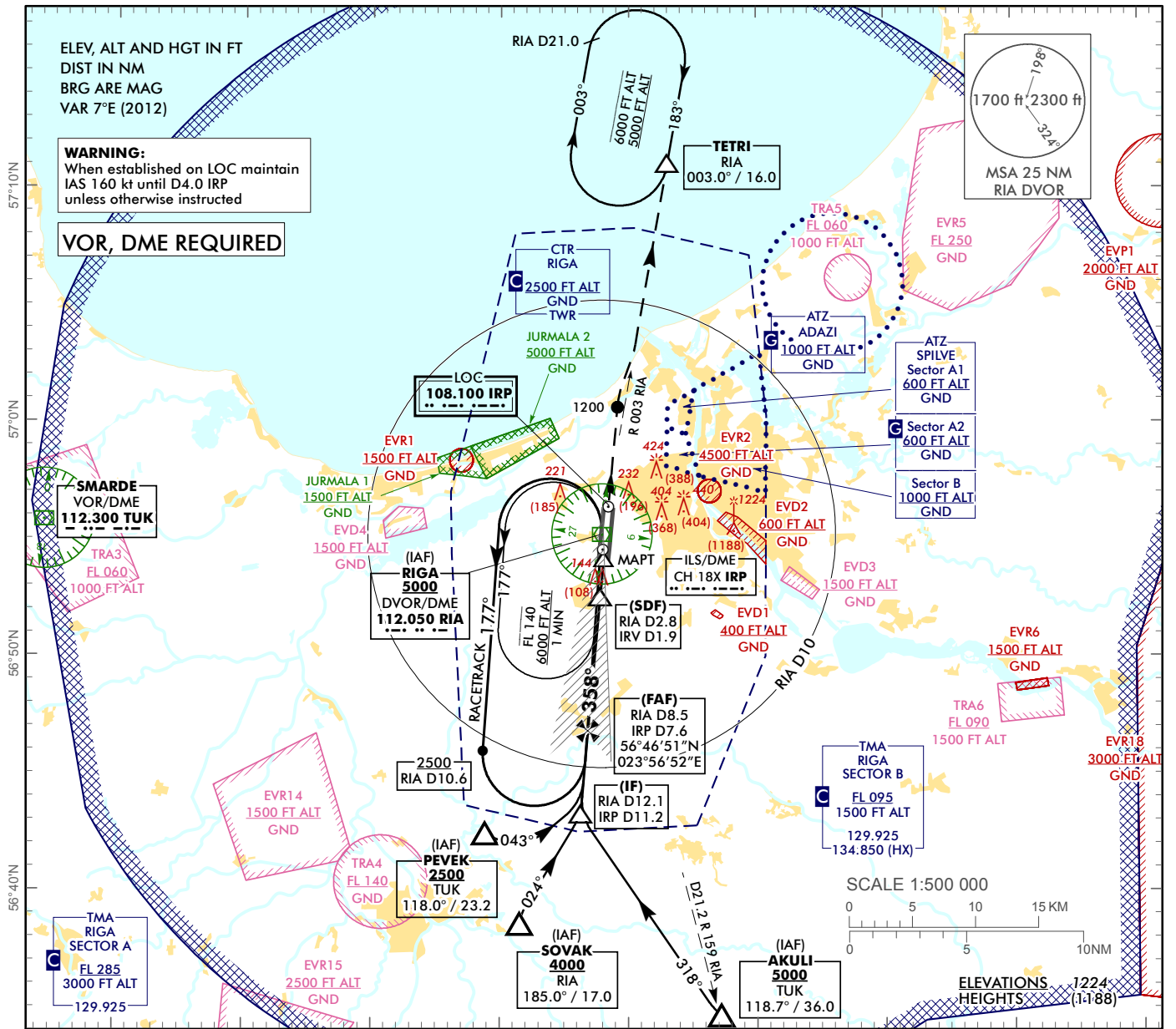


**INSTRUMENT  
APPROACH  
CHART - ICAO**

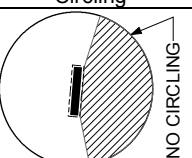
**AERODROME ELEV 36 ft**  
**HEIGHTS RELATED TO  
AD - ELEV 36 ft**

APP	129.925
TWR	134.850 (HX)
ATIS	118.105
	120.180

**RIGA (EVRA)**  
**LOC RWY 36**



<b>TRANSITION ALT 5000</b>		<b>IRP DME READING REFERS TO THR 36</b>											
<b>MISSED APPROACH</b>													
Climb on track 358° to 1200 then turn RIGHT for intercepting RIA R 003. Proceed to TETRI, climbing to 2500 and follow ATC instructions.													
<b>THR ELEV 36</b>													
NM from THR RWY 36													
<b>OCA (H)</b>		A	B	C	D	DME IRP	7	6	5	4	3	2	1
Straight-in Approach	LOC	390 (360)				DME RIA	7.9	6.9	5.9	4.9	3.9	2.9	1.9
						DIST THR	7	6	5	4	3	2	1
Circling		530 (500)		730 (690)		ALTITUDE	2310	1990	1670	1350	1040	720	400
						HEIGHT	(2274)	(1954)	(1634)	(1314)	(1004)	(684)	(364)
						Timing not authorized for defining the MAPT							
						<b>GS</b>	kt	80	100	120	140	160	180
						Rate of descent (5.2%)	ft/min	420	530	640	740	850	960
						FAF-MAPT (7.3 NM)	min:sec	05:29	04:23	03:39	03:08	02:44	02:26
						For data tabulation see verso							



**REMARK:**  
 --- - JURMALA 1, 2 - noise abatement areas (Ref. EVRAAD 2.21)  
 HX - No specific working hours

Changes: TWR and ATIS FREQ updated, editorial.

RIGA (EVRA)

LOC RWY 36

AERONAUTICAL DATA TABULATION

LOC approach to RWY36 from RIA DVOR/DME, AKULI, PEVEK, SOVAK	
Fix/point	Coordinates
RIA DVOR/DME (IAF)	56°55'15.1"N 023°57'54.7"E
AKULI (IAF) R118.68° D35.95 TUK	56°34'43.5"N 024°07'12.3"E
PEVEK (IAF) R118.00° D23.16 TUK	56°42'29.7"N 023°48'50.1"E
SOVAK (IAF) R184.95° D17.02 RIA	56°38'37.8"N 023°51'31.5"E
RIA D12.10 IRP D11.24 (IF)	56°43'13.0"N 023°56'15.9"E
RIA D8.45 IRP D7.59 (FAF)	56°46'50.8"N 023°56'51.6"E
RIA D2.79 IRP D1.93 (SDF)	56°52'28.0"N 023°57'47.1"E
RIA D1.17 IRP D0.30 (MAPT)	56°54'05.3"N 023°58'03.1"E
TETRI (Holding) R003.00° D16.00 RIA	57°10'58.4"N 024°03'01.1"E
THR RWY 36	56°54'23.22"N 023°58'06.08"E
IRP LOC	56°56'24.9"N 023°58'26.2"E
TUK VOR/DME	56°55'50.1"N 023°14'23.9"E
Final approach descent angle is 3.00°	